



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Mills Avenue Report – Intersection Control Study at Royal Crest Drive and Truck Travel Restriction between Tienda Drive and Turner Road

MEETING DATE: August 4, 1999

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council review the following report on Mills Avenue intersection control at Royal Crest Drive and truck travel between Turner Road and Tienda Drive, and take the appropriate action.

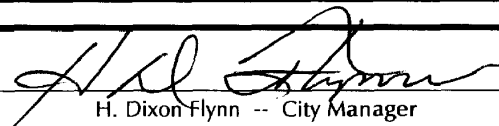
BACKGROUND INFORMATION: Following the June 16 opening of the portion of Mills Avenue between the WID Canal and Kettleman Lane, the following report has been prepared to address concerns expressed by residents and City Council at its regular meeting on July 7. The report includes a review of the intersection of Mills Avenue and Royal Crest Drive for a multi-way stop control, and the restriction of truck traffic between Tienda Drive and Turner Road. We are also in the process of preparing plans and specifications for bicycle lanes on Mills Avenue from the WID Canal to Turner Road. As speeds may be affected by the bike lanes, and to allow drivers time to get accustomed to the newly opened roadway segment, the speed limit will be reviewed again in approximately six months. A recommendation on speed limit changes will be made at that time, if needed.

Mills Avenue at Royal Crest – Intersection Control

Concerns have been expressed that it is difficult for drivers stopped on Royal Crest Drive to see vehicles approaching northbound on Mills Avenue due to the rise at the bridge over the WID Canal and the relatively low elevation of the road south of the bridge. This has prompted requests for stop signs on Mills Avenue at Royal Crest Drive. However, before considering a control as restrictive as a multi-way stop, alternate, less restrictive remedies should be considered. These remedies would include the removal of visibility obstructions or other changes to put the driver stopped on Royal Crest Drive in a better position to see approaching vehicles on Mills Avenue.

Our first step was to determine if a visibility problem existed based on Stopping and Corner Sight Distance analyses in accordance with the Highway Design Manual. Stopping sight distance is defined as the distance required by the driver of a vehicle, traveling at a given speed, to bring a vehicle to a stop when an object in the road becomes visible. This analysis applies to the ability of Mills Avenue drivers to see Royal Crest Drive vehicles entering the roadway. Corner sight distance is the clear line of sight that should exist between the driver of a vehicle waiting at a crossroad and an approaching vehicle. This analysis applies to the ability of drivers on Royal Crest Drive to see vehicles approaching on Mills Avenue. For both of the analyses, the eye of the driver is assumed to be at 3.5 feet above the roadway, with the height of the vehicles assumed to be 4.25 feet. As an example, the eye height of a driver in a Mazda Miata (a small sports car) is at about 3.5 feet and the height of the vehicle is 4 feet. Although the Manual specifies 4.25 feet, for the purpose of this study, and to use the worst case condition, the height of the car was reduced to 4 feet. The details of the Stopping and Corner Sight Distance and Multi-Way Stop analyses are shown on **Exhibit A**. The analysis indicates that adequate

APPROVED:



H. Dixon Flynn -- City Manager

sight distance is available; however, it could be improved by restricting parking along the north 43 feet on the east side of Mills Avenue, south of Royal Crest Drive. An alternative is the installation of "bowouts".

Another concern expressed was the number of students who cross at the intersection of Mills Avenue and Royal Crest Drive. Staff counted them in the morning and afternoon and found that only nine students crossed Royal Crest, and three crossed Mills Avenue. These numbers are very low and are not expected to significantly increase as homes are constructed south of the WID Canal. The southern boundary of the Vinewood School extends south to Harney Lane; apparently the majority of students are being driven to school. Even if the number of students crossing Mills Avenue increases, there are several other controlled crossings available along the school route.

Tienda Drive to Turner Road – Truck Travel Restriction

Currently, truck travel is prohibited on four street segments within the City, as shown on **Exhibit B**. Truck travel on all of these streets was restricted because the street section (thickness) was not sufficient to carry the extra weight of trucks. Another type of restriction that exists on Turner Road was designed to keep trucks from using Turner Road to travel through Lodi to get from Highway 99 to Interstate 5, and doesn't apply to Mills Avenue. This past June, when the traffic counts were performed, the counting units also obtained information on the types of vehicles traveling on Mills Avenue. As indicated in the report to the City Council at its July 7 meeting, there were only a few three-axle trucks, nothing larger. Since 1985, when we first began tracking complaints, and prior to the recent opening of the new portion of Mills Avenue, we had received only two requests to prohibit truck travel, both from the same resident of Mills Avenue north of Lodi Avenue.

The design of the roadway section is determined by what is called the Traffic Index (TI), which accounts for truck traffic (see **Exhibit C**). Based on the low amount of truck traffic, a restriction does not appear to be necessary.

DISCUSSION/RECOMMENDATIONS

Mills Avenue at Royal Crest Drive – Intersection Control

We do not recommend the installation of multi-way stops at this intersection due to the excessively poor traffic volume split. Royal Crest Drive carries such a low volume in comparison to Mills Avenue that as many as 4,000 (95%) of the approximate 4,200 vehicles that travel through this intersection each day would be stopping at the intersection without seeing opposing cross traffic on Royal Crest Drive.

The Sight Distance analysis indicates there is sufficient visibility for drivers on Royal Crest Drive if parking is eliminated along the north 43 feet of the corner parcel on the east side of Mills Avenue. Even though installing bowouts at Royal Crest Drive was considered as an option, it is too costly (up to \$30,000 to install a permanent bowout and add a storm drain line, manhole and catch basin) and may not be reasonable considering the number of visibility concerns that have been and will be addressed in the future. Based on these factors, staff favors the installation of no parking. If Council concurs, a resolution should be adopted.

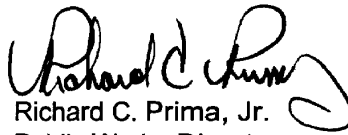
Tienda Drive to Turner Road – Truck Travel Restriction

To date, truck travel restrictions have been reserved for streets that cannot handle the weight of heavy trucks. We have also received concerns from a resident adjacent to Ham Lane that Mills Avenue should be allowed to relieve some of the truck traffic from Ham Lane. There is no reason to believe that truck traffic will affect the pavement condition any differently than on other similarly constructed streets; however, there are portions south of Lodi Avenue that are cracking due to age (**Exhibit D**). Although the street thickness is sufficient, the truck traffic will accelerate the existing damage to the roadway and will

likely cause it to fail prematurely. There is also a set of reverse horizontal curves that may be of some concern for larger trucks on the portion just south of Lodi Avenue. Based on these factors, there appear to be two options. One would be to make Mills Avenue a priority and improve these segments now. The other option would be to restrict truck travel until the roadway is improved in 2003. Performing the improvements would obviously be the more costly of the two options.

If Council chooses to prohibit trucks over two axles on Mills Avenue, staff recommends they not be restricted on the portion north of Elm Street due to concerns from General Mills, the good roadway condition, and the straightness of this segment. On Mills Avenue south of Elm Street to Kettleman Lane, the segments between Tokay Street and Vine Street and between the WID Canal and Kettleman Lane are in good condition. However, restricting trucks on only cracked segments of this roadway would be confusing to drivers; if a truck travel restriction is considered, it should extend uninterrupted from Elm Street to Tienda Drive. This action would require that City Council adopt a resolution amending Section 8A of Traffic Resolution 97-148. The two-axle truck restriction will not affect the use of the roadway by garbage trucks, school buses, transit buses, or any truck performing pick ups or deliveries on this portion of roadway. Council should also advise staff if the restriction should be reevaluated by Council in 2003, when the street improvements are completed.

FUNDING: Cost to install 43 feet of no parking on the east side of Mills Avenue south of Royal Crest Drive from the Street Maintenance Account at an approximate cost of \$50.
Cost to install six truck travel restriction signs between Elm Street and Tienda Drive from the Street Maintenance Account at an approximate cost of \$1,600.



Richard C. Prima, Jr.
Public Works Director

Prepared by Rick S. Kiriu, Senior Engineering Technician

RCP/RSK/lm

Attachments

cc: Randy Hays, City Attorney
Larry Hansen, Police Chief
George Bradley, Street Superintendent
Paula Fernandez, Associate Traffic Engineer
Mills Avenue Residents
Royal Crest Drive Residents
Concerned Citizens

Visibility and Multi-Way Stop Analysis

Stopping Sight Distance Analysis – This analysis assumes vehicles traveling at 40 miles per hour (mph) require 300 feet to stop. This distance includes the driver's perception/reaction time, plus the vehicle's stopping distance. Based on this analysis, the driver of a vehicle on Mills Avenue that is 300 feet away will have no problem seeing a vehicle stopped at Royal Crest Drive, in fact the entire vehicle is visible (**Exhibit A-1**).

Corner Sight Distance Analysis – This analysis assumes the eye of the driver is 15 feet behind the nearest travel way. Considering the 10-foot wide travel lanes proposed with the Mills Avenue bike lanes, the eye of the driver will be 3 feet behind the existing extension of the curb face along Mills Avenue. At public road intersections, the corner sight distance shall be equal to the stopping sight distance of 300 feet. Based on a design speed of 40 miles per hour (mph), a driver on Royal Crest Drive can see a vehicle on Mills Avenue that is more than 600 feet away, twice the distance required (**Exhibit A-1**). In fact, the sight of approaching vehicles is never lost behind the rise in the roadway at the bridge at the described eye and vehicle heights.

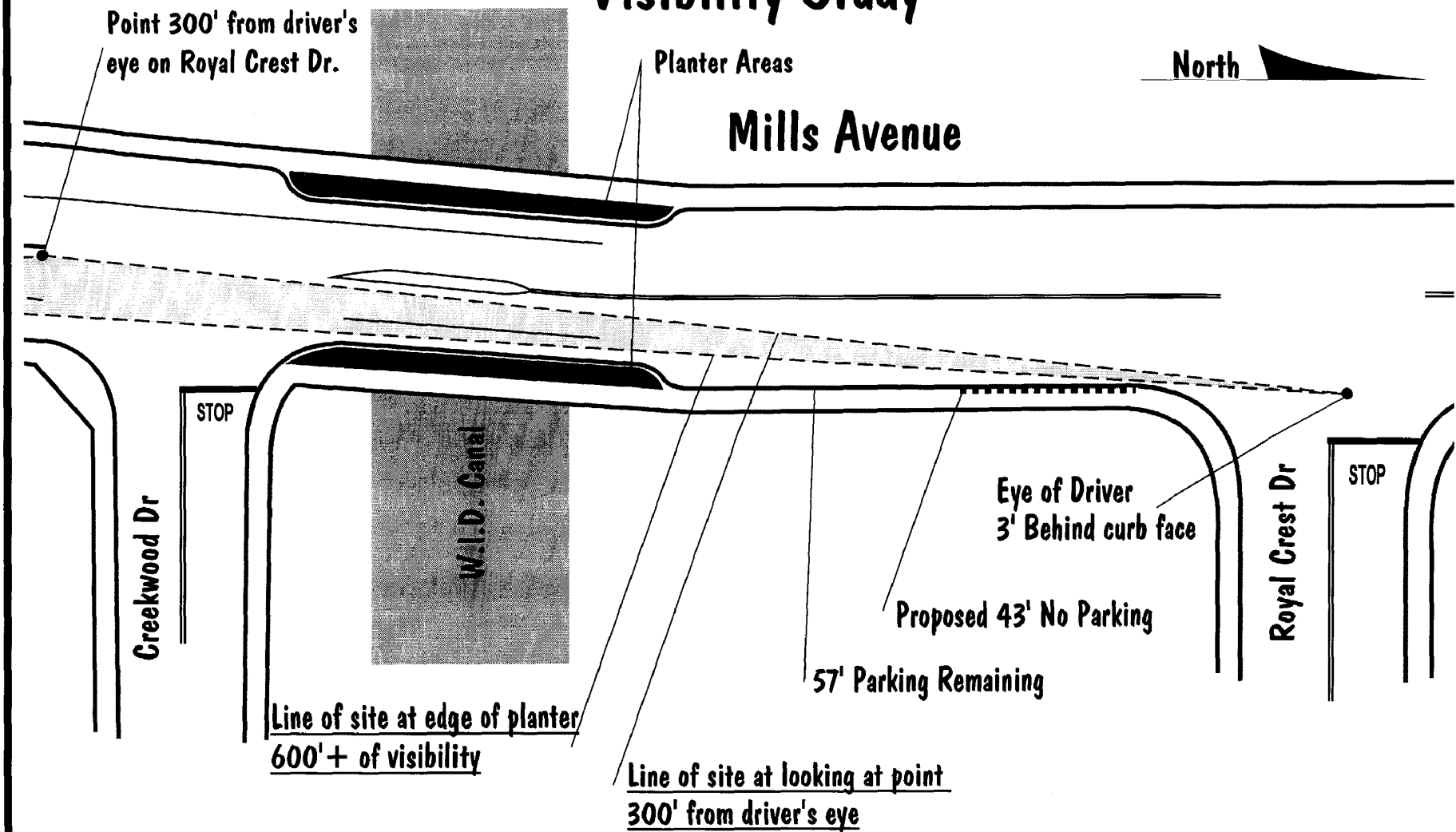
Although the Corner Sight Distance Analysis indicates visibility is adequate, visibility will be slightly affected if vehicles are parked in front of the residence on the east side of Mills Avenue just south of Royal Crest Drive. Based on the 300-foot stopping distance at 40 miles per hour, parking along 43 of the 100 feet of frontage on Mills Avenue would have to be prohibited in order to keep visibility clear. This would result in the loss of two of the four to five parking spaces on Mills Avenue in front of this residence. On the Royal Crest Drive frontage of this parcel, there is no available on-street parking as it is almost all in driveway; however, the lot has a two-car garage and enough on-site parking for about six vehicles.

Although a relatively small amount of parking would have to be removed to improve visibility, none of the parking would be lost if drivers on Royal Crest Drive could be put in a better position to see approaching traffic on Mills Avenue. Moving drivers further into the intersection and protecting them by constructing bowouts (**Exhibit A-2**) could provide the needed visibility. The concern over bowouts is that they can be costly and are generally used for "traffic calming" purposes, not for their secondary ability of improving visibility. Based on these factors, their use would have to be weighed against the affect to this resident as well as those that will be affected in the future. Field calculations indicate that the bowout should extend 8 to 11 feet (11 preferred) into Mills Avenue. Eight-foot bowouts will reduce bike, parking and travel lanes to near their minimum widths. At 11 feet, the bike lanes could not be accommodated. There is also a slight concern of northbound drivers hitting the bowouts as they travel over the bridge due to rise and the slight curve in the road.

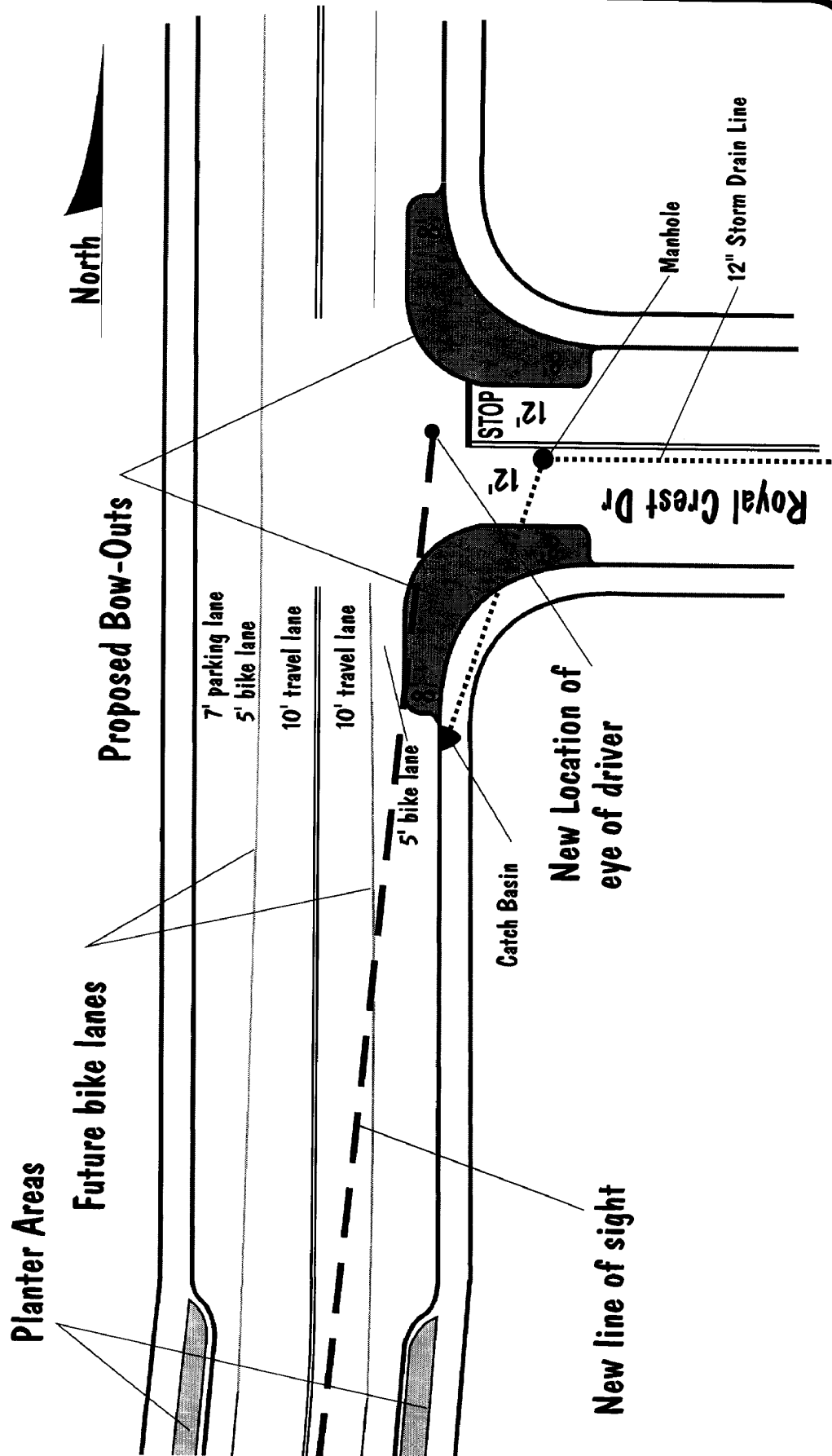
Multi-Way Stop Analysis – State of California Department of Transportation (Caltrans) guidelines are used when considering the installation of multi-way stop controls. These guidelines consider accident history and traffic volumes. As shown on **Exhibit A-3**, the guidelines are far from being satisfied due to the low traffic volumes, particularly on Royal Crest Drive, and lack of an accident problem. There have been no accidents at this intersection in the past year, but, since Mills Avenue south of Royal Crest Drive was just recently opened, we would not expect many. It is also preferable that multi-way traffic controls be installed at locations where traffic volumes entering the intersection are about equal. Daily traffic volumes on Mills Avenue and Royal Crest Drive are 4,240 and 220 vehicles per day, respectively.

Stop signs are used to assign right-of-way at intersections and are not to be used for, nor are they effective at speed control except for at the location of the stop sign. Unneeded stop signs can cause drivers to speed in adjacent areas to make up for lost time and can breed noncompliance because drivers may feel they are being forced to stop when there is basically no cross-street traffic. The residents near the intersection would also experience additional noise as drivers brake and accelerate, increased air pollution, and traffic back up which could make it difficult for residents to enter and exit their driveways.

Mills Avenue at Royal Crest Drive Visibility Study



Mills Avenue at Royal Crest Drive Bow-Out Detail





CITY OF LODI

Public Works Department

MULTI-WAY STOP SIGN
WARRANTSINTERSECTION OF: Mills Avenueand Royal Crest DriveDATE: July 16, 1999BY: Rick Kiriu

Any of the following conditions may warrant a multi-way STOP sign installation.

1. Where traffic signals are warranted and the need is urgent, the four-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

Satisfied _____ Not Satisfied X

2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multi-way stop installation in a 12-month period. Types of accidents susceptible of correction include right angle and left turn collisions.

Time period June 1998 to June 1999Number of correctable accidents 0Total number of accidents 0Satisfied _____ Not Satisfied X

- a. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day, and

Hour	7-8	11-12	12-1	1-2	2-3	3-4	4-5	5-6
Major Street	262	328	334	252	284	345	332	306
Minor Street	9	14	8	10	15	9	19	12

Highest eight hours _____ a.m. to _____ p.m.

Total volume 2539 vehiclesAverage per hour 317 vehicles

- b. The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same eight hours with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour.

Hour	7-8	11-12	12-1	1-2	2-3	3-4	4-5	5-6
Minor St Vehs	9	14	8	10	15	9	19	12
Pedestrians*								

Highest eight hours _____ a.m. to _____ p.m.

Average per hour 12 vehiclesAverage per hour 0 peds (EST)Average units per hour 12Satisfied _____ Not Satisfied X

* 1,504 peds or average of 188 per hour required

4. When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

85-percentile speed 38 MPHSatisfied _____ Not Satisfied X

A four-way STOP sign installation is a useful traffic control measure when other available means of control are not adequate. It should not be used unless the volume of traffic on the intersecting roads is about equal and is undesirable at low volume intersections.

Traffic major street 95 %Traffic minor street 5 %Approved by: Paula FernandezWarrant Satisfied: YES _____ NO X

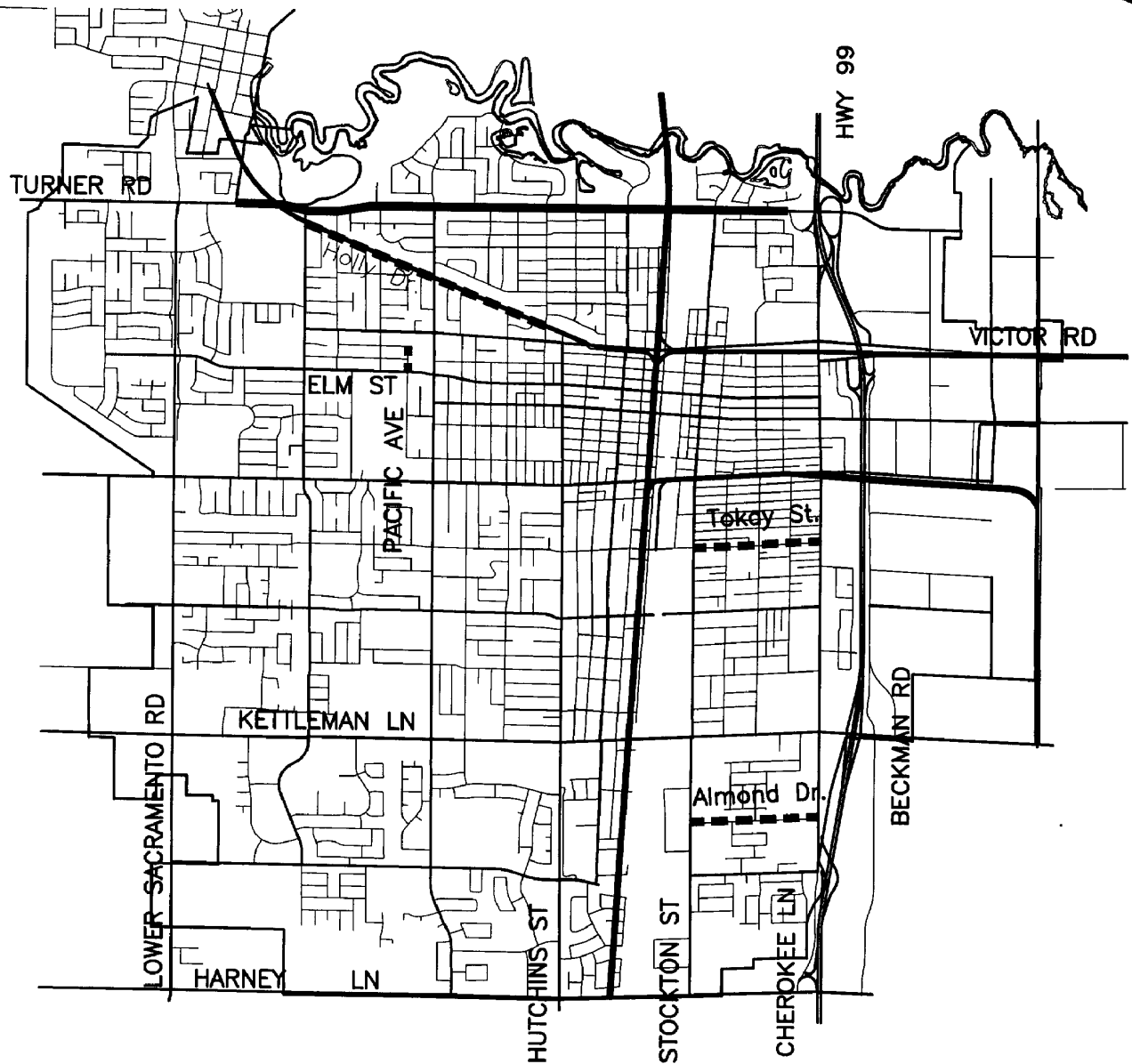
ADOPTED FROM THE CALTRANS TRAFFIC MANUAL MULTI-WAY STOP SIGN POLICY



CITY OF LODI

PUBLIC WORKS DEPARTMENT

EXISTING TRUCK TRAVEL RESTRICTIONS



LEGEND

- TRUCKS OVER 2 AXLES PROHIBITED
(EXCEPT PICKUPS AND DELIVERIES
WITHIN CITY LIMITS)
- - - - COMMERCIAL VEHICLES OVER
2 AXLES PROHIBITED

TI Rating Comparison

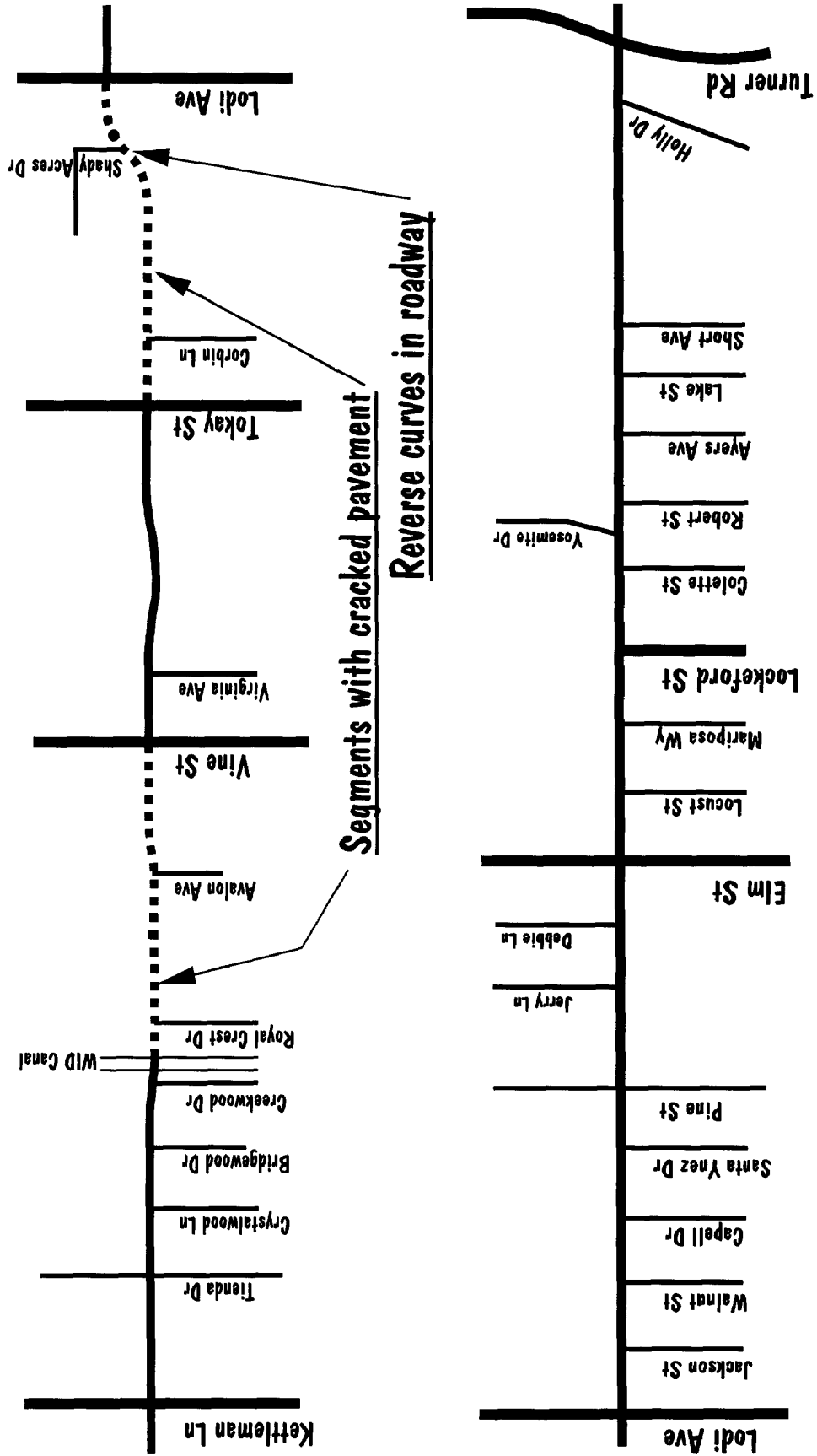
The TI considers the types of vehicles that use the roadway, or in new construction, the types of vehicles that are expected to use the roadway. The higher the TI, the better carrying capability the street will have. The recently constructed portion of Mills Avenue north of Kettleman Lane to the WID Canal has a TI of 7.5, with the remaining portion north to Turner Road having a TI of 7.0. Shown below are TI ratings for various other streets in Lodi.

<u>Street</u>	<u>TI</u>
Vine Street	5.5 to 6.5
Tokay Street	6.0 to 6.5
Church Street	6.5
Elm Street	6.0 to 7.0
Hutchins Street N/Kettleman Lane	7.0 to 7.5
Mills Avenue	7.0 to 7.5
Lockeford Street	7.0 to 8.0
Lodi Avenue	7.5 to 8.0
Ham Lane	7.5 to 8.0

As shown, the TI on Mills Avenue is similar to Hutchins Street and within the range of other streets that carry truck traffic. Although the TI indicates that Mills Avenue is constructed to handle truck traffic, there are two segments where the pavement is cracking due to age. The segment between the WID Canal and Vine Street has severe cracking that can be heard and felt as they are traveled over. The segment from Lodi Avenue to Tokay Street is also cracking, although not as severely. Based on our Pavement Management Inventory, the segment between the WID Canal and Vine Street will be improved in 2002 and the segment between Lodi Avenue and Tokay Street in 2003.

Mills Avenue Truck Travel Study

North



RESOLUTION NO. 99-115

A RESOLUTION OF THE LODI CITY COUNCIL
APPROVING THE RESTRICTION OF COMMERCIAL
VEHICLES OVER TWO AXLES ON MILLS AVENUE FROM
TIENDA DRIVE TO ELM STREET, AND THEREBY
AMENDING TRAFFIC RESOLUTION NO. 97-148

=====

BE IT RESOLVED, that the City Council of the City of Lodi does hereby approve the restriction of commercial vehicles over two axles on Mills Avenue from Tienda Drive to Elm Street as shown on Exhibit A attached. This restriction does not apply to commercial vehicles while they are in the process of being loaded or unloaded; and

BE IT FURTHER RESOLVED, that City of Lodi Traffic Resolution No. 97-148, Section 8A "Weight Limit/Commercial Vehicle Restrictions" is hereby amended by restricting commercial vehicles over two axles on Mills Avenue from Tienda Drive to Elm Street, with one exception, this restriction does not apply to commercial vehicles while they are in the process of being loaded or unloaded.

Dated: August 4, 1999

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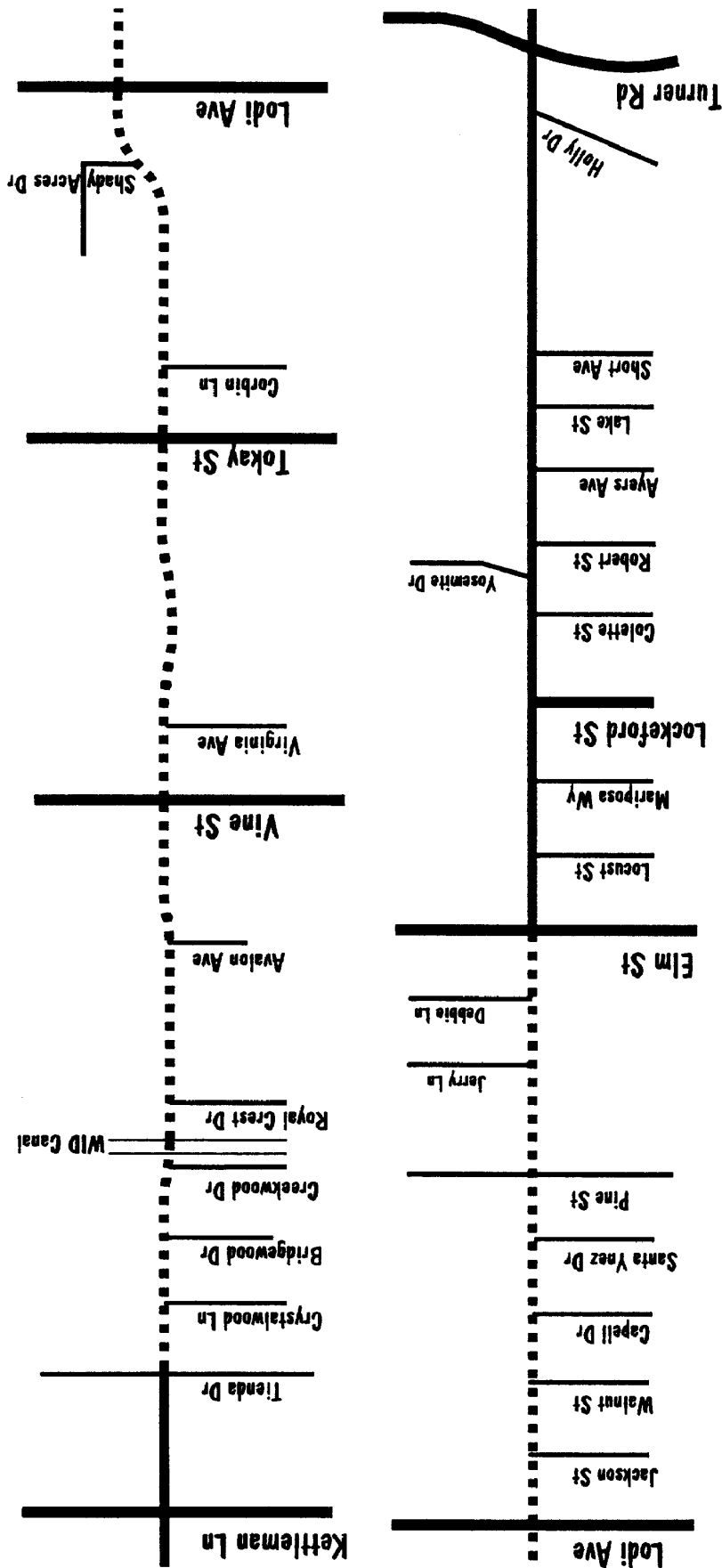
I hereby certify that Resolution No. 99-115 was passed and adopted by the City Council of the City of Lodi in a regular meeting held August 4, 1999, by the following vote:

AYES: COUNCIL MEMBERS – Mann, Nakanishi, Pennino and Land (Mayor)
NOES: COUNCIL MEMBERS – Hitchcock
ABSENT: COUNCIL MEMBERS – None
ABSTAIN: COUNCIL MEMBERS – None


ALICE M. REIMCHE
City Clerk

Mills Avenue Truck Travel Restriction

North



Legend

..... - No Commercial Vehicles over Two Axles

RESOLUTION NO. 99-116

A RESOLUTION OF THE LODI CITY COUNCIL
APPROVING MULTI-WAY STOP CONTROLS AT THE
INTERSECTION OF MILLS AVENUE AND ROYAL CREST
DRIVE, THEREBY AMENDING TRAFFIC RESOLUTION
NO. 97-148

=====

BE IT RESOLVED, that the City Council of the City of Lodi does hereby approve the installation of multi-way stop controls at the intersection of Mills Avenue and Royal Crest Drive, as shown on Exhibit A attached; and

BE IT FURTHER RESOLVED, that City of Lodi Traffic Resolution No. 97-148, Section 2 - C (1) "Multi-Way Stop Intersections" is hereby amended by installing multi-way stop controls at the intersection of Mills Avenue and Royal Crest Drive.

Dated: August 4, 1999

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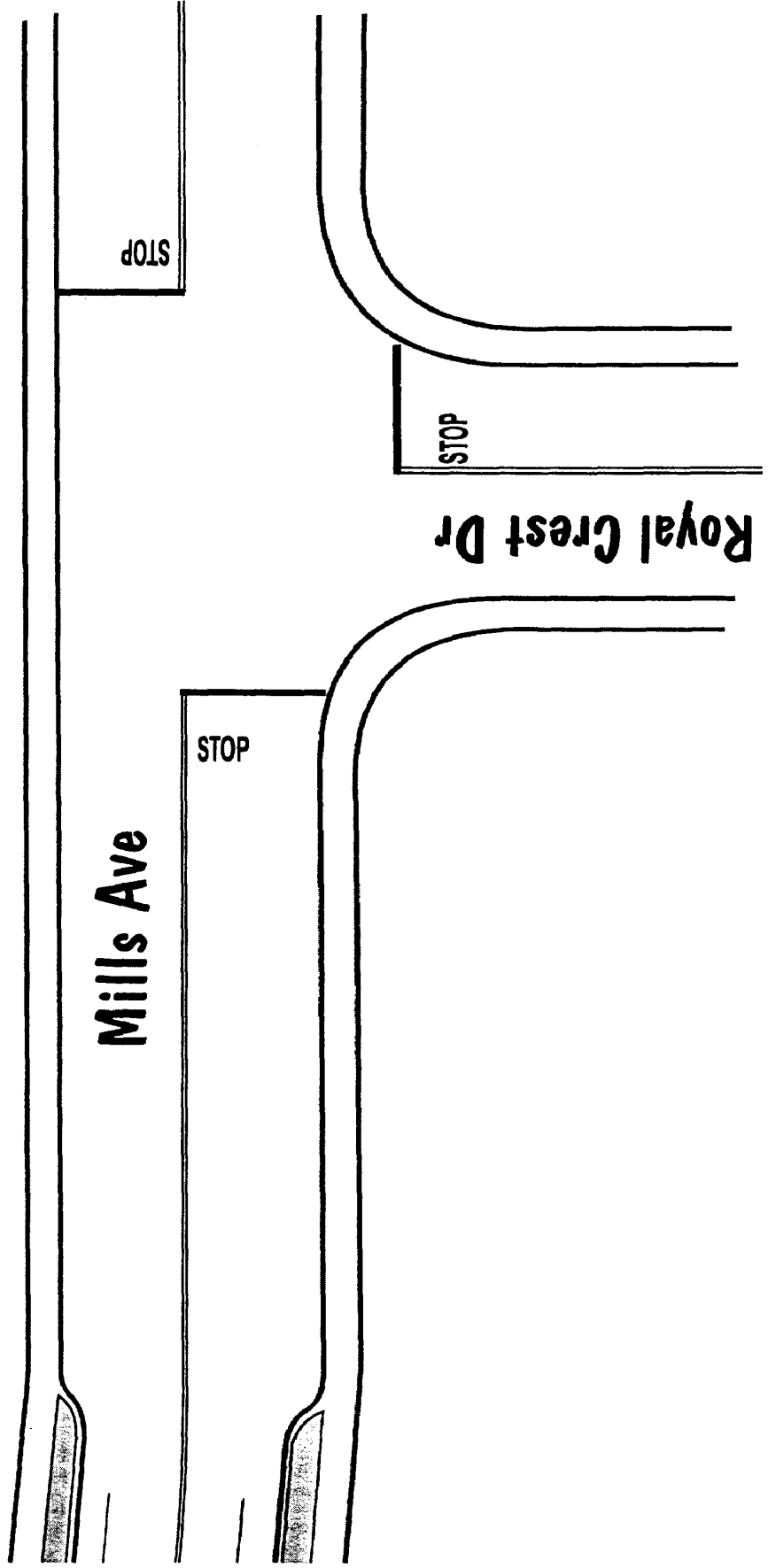
I hereby certify that Resolution No. 99-116 was passed and adopted by the City Council of the City of Lodi in a regular meeting held August 4, 1999, by the following vote:

AYES: COUNCIL MEMBERS – Mann, Nakanishi, Pennino and Land (Mayor)
NOES: COUNCIL MEMBERS – Hitchcock
ABSENT: COUNCIL MEMBERS – None
ABSTAIN: COUNCIL MEMBERS – None


ALICE M. REIMCHE
City Clerk

Mills Avenue at Royal Crest Drive Multi-Way Stop Control

North



CITY COUNCIL

KEITH LAND, Mayor
STEPHEN J. MANN
Mayor Pro Tempore
SUSAN HITCHCOCK
ALAN S. NAKANISHI
PHILLIP A. PENNINO

CITY OF LODI

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July 29, 1999

H. DIXON FLYNN
City Manager
ALICE M. REIMCHE
City Clerk
RANDALL A. HAYS
City Attorney

Mills Avenue Residents/Royal Crest Drive Residents/Concerned Citizens - MAILING LIST
ATTACHED

SUBJECT: Mills Avenue Report – Intersection Control Study at Royal Crest Drive and
Truck Travel Restriction between Tienda Drive and Turner Road

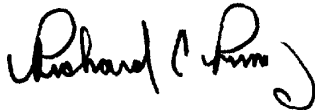
Enclosed is a copy of background information on an item on the City Council agenda of
Wednesday, August 4, 1999. The meeting will be held at 7 p.m. in the
City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council,
City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the
mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's
card (available at the Carnegie Forum immediately prior to the start of the meeting) and
give it to the City Clerk. If you have any questions about communicating with the
Council, please contact Alice Reimche, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call Rick Kiriou at (209) 333-6800,
ext. 668, or me at (209) 333-6759.



Richard C. Prima, Jr.
Public Works Director

RCP/lm

Enclosure

cc: City Clerk ✓

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JAMES & JUDITH HUFFMAN
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RICHARD & JOYCE BRISTOW
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RONALD & NANCY MENCUSO
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ARTHUR & LIZZIE SCHOPP TRST
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GAIL J RUBINO
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NICHOL SERANO
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LESTER & ARLENE SCHLABS
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JANE THURMAN
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JOHN & MICHELLE ORGON
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JOE E RODRIGUEZ TRUSTEE
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LODI CA 95242

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EDDIE & A C MAPLE
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LODI CA 95242

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LODI CA 95242

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JOE & CHERIE ODDO TRUSTEES
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|||||
GORDON & LAURA SCHULZ
1910 W TOKAY ST
LODI CA 95242

ANTHONY & JULIE SOTELO
420 S MILLS AVE
LODI CA 95242

CYNTHIA IRWIN TRUSTEE
601 S MILLS AVE
LODI CA 95242

JEFFREY & JODY COUNCIL
7619 PARKWOOD DR
STOCKTON CA 95207

LILLIAN QUINN TRUSTEE
401 S MILLS AVE
LODI CA 95242

JAMES & G M KELLEY
421 S MILLS AVE
LODI CA 95242

ALFRED & K FOX
431 S MILLS AVE
LODI CA 95242

BEULAH SILVEIRA TRUSTEE
300 S MILLS AVE
LODI CA 95242

ROBERT & M E BURNETT
500 S MILLS AVE
LODI CA 95242

MICHAEL & B L SKOGSTAD
430 S MILLS AVE
LODI CA 95242

WILLIAM & MARGARET SANDEEN
410 S MILLS AVE
LODI CA 95242

THOMAS & JEAN ROBERTSON
400 S MILLS AVE
LODI CA 95242

BETTY YOUNGER
310 S MILLS AVE
LODI CA 95242

JACK & HELEN BARNARD TRUST
511 S MILLS AVE
LODI CA 95242

FD & F J DRAGON TRUSTEES
521 S MILLS AVE
LODI CA 95242

JOSEPH & B J FIORI
531 S MILLS AVE
LODI CA 95242

DENNIS & C B CONRAD
541 S MILLS AVE
LODI CA 95242

ROBERT & MARY HOOLEY
551 S MILLS AVE
LODI CA 95242

OLIVER & F F WENG
611 S MILLS AVE
LODI CA 95242


CORRINE SCHMIDLI TRUST ETAL
510 S MILLS AVE
LODI CA 95242


 CARL J & JUDITH FINK
 540 S MILLS AVE
 LODI CA 95242

WALTER & VIOLET EHLERS TRST
530 S MILLS AVE
LODI CA 95242


 DONALD LINN
 520 S MILLS AVE
 LODI CA 95242

JOHN & G COBER
1910 CORBIN LN
LODI CA 95242

DAVID & M K DILLON
610 S MILLS AVE
LODI CA 95242

BERNIECE VAUGHAN
141 S MILLS AVE
LODI CA 95242

||.||.||||||.||||||.||||||.||||||
COUNTRYWIDE HOME LOANS
400 COUNTRYWIDE WY SV 35
SIMI VALLEY CA 93065

HELEN ANEST ETAL
55 N MILLS AVE
LODI CA 95242

JOSEPH & GLORIA BELASCO
49 N MILLS AVE
LODI CA 95242

WILLIE & GERTRUDE HEIDINGER
2000 DEBBIE LN
LODI CA 95240

||..||..||..||..||..||..||..||..||..||
JOHN & P K MARTENS
12109 E HWY 12
LOCKEFORD CA 95237

MARK & RITA SPERLING ETAL
11898 E HWY 12
LOCKEFORD CA 95237

MARY KISER TRUSTEE
9812 HARVEY RD
GALT CA 95632

CANDIS HINSZ ETAL
613 N PLEASANT AVE
LODI CA 95240

PEDRO & MARIA OROSCO
5 N MILLS AVE
LODI CA 95240

GREGORY & DEIDRA CARPENTER
17550 BOWSER RD
LODI CA 95240

DIAN GIORDANO
310 KENSINGTON WY
LODI CA 95242

JEROME MARTINEZ
115 S MILLS AVE
LODI CA 95242

JANEY REIS ETAL
107 S MILLS AVE
LODI CA 95242

JAMES & J K DAVIS
PO BOX 1
WOODBIDGE CA 95258

LESTER & ARLENE SCHLABS
25 S MILLS AVE
LODI CA 95242

CARL & F M FLORES
9 S MILLS AVE
LODI CA 95242

MORRIS & DOROTHY KIRST
1 S MILLS AVE
LODI CA 95242

LUELLA SUCKUT TRUSTEE
223 S MILLS AVE
LODI CA 95242

GUSTAVE & RUTH WAGENHOFFER
4775 E WOODBIDGE RD
ACAMPO CA 95220

BERNIECE VAUGHAN
2044 KENWAY CT
LODI CA 95242

PETER & HP MARSHALL
1617 EAGLE DR
SUNNYVALE CA 94087

LUVERNE & RUTH SMIDA
231 S MILLS AVE
LODI CA 95242

LEN & CAROLIN PETERSEN
515 W LODI AVE
LODI CA 95240

LODI UNIFIED SCHOOL DISTRICT
1305 E VINE ST
LODI CA 95240

GRACE PRESBYTERIAN CHURCH
10 N MILLS AVE
LODI CA 95242

LILIAS BIEGEL TRUSTEE
1748 ST ANDREWS DR
MORAGA CA 94556

SALOMON & SHIRLEY LECHUGA
8395 E HARNEY LN
LODI CA 95240

SACHIKO ISHIDA TRUSTEE
307 WOOD DR
LODI CA 95242

HELEN ANEST
55 N MILLS AVE
LODI CA 95242

GERALD & V HOUTSMA TRUST
900 KRAMER DR
LODI CA 95242

GERHARD WUTZKE
3 PENSACOLA CT
NOVATO CA 94949

JAMES & CLAUDETTE CARROLL
457 IVES TERRACE
SUNNYVALE CA 94087

VERNON & BEVERLY KRAFT
816 WESTWIND DR
LODI CA 95242

JONNA MEDINA
220 S MILLS AVE
LODI CA 95242

GENERAL MILLS INC
PO BOX 1113
MINNEAPOLIS MN 55440

|||||
MOHAMMAD NAEEM
310 N MILLS AVE
LODI CA 95242

|||||
ROY & SANDRA COLLINS TRUST
PO BOX S
WOODBIDGE CA 95258

|||||
JERRY & BETTY ANTRAM
417 N MILLS AVE
LODI CA 95242

|||||
EDNA MCCANN
742 LOUIE AVE
LODI CA 95240

|||||
SHIRLEY COLLINS
405 N MILLS AVE
LODI CA 95242

|||||
ELUTERIO & RITA LOPEZ
311 N MILLS AVE
LODI CA 95242

|||||
ROBERT & BARBARA PARKINSON
317 N MILLS AVE
LODI CA 95242

|||||
BASIL BRIAN TRAVIS
PO BOX 287
LODI CA 95241

|||||
EDDIE & MARGARET LANG
4450 EDGEWATER DR
GREENWOOD CA 95635

|||||
BANKERS TRUST CO OF CALIF
400 COUNTRYWIDE WY SV 35
SIMI VALLEY CA 93065

|||||
ALLAN & RITA ASKEW
1124 EDGEWOOD DR
LODI CA 95240

|||||
NEWELL MACDONALD EST
300 S GRAND AVE STE 3900
LOS ANGELES CA 90071

|||||
GARY & JEAN GRANDY
720 N MILLS AVE
LODI CA 95242

|||||
JULIA & S M ARCEO
724 N MILLS AVE
LODI CA 95242

|||||
ROXIE BLAKLEY TRUSTEE
307 E KNOLES WY
STOCKTON CA 95204

|||||
CARMEN & M M GOMEZ
732 N MILLS AVE
LODI CA 95242

|||||
DAVID & MARIA POSER
422 ALAN AVE
WOODBIDGE CA 95258

|||||
ELIZIEL & B A LEANOS
740 N MILLS AVE
LODI CA 95240

|||||
SCOTT & EILEEN WILLIAMS
1952 SHORT AVE
LODI CA 95242

|||||
GUSTAVE & ESTHER SCHOCK
524 N MILLS AVE
LODI CA 95242

|||||
CRAIG & KIMBERLY HEATH
306 N MILLS AVE
LODI CA 95242

|||||
KAREN KNEEN
1827 REISLING DR
LODI CA 95240

|||||
MORRIS & DOROTHY KIRST
1 S MILLS AVE
LODI CA 95242

|||||
P E & I J RIVERA TRUSTEES
2553 COTTONWOOD DR
LODI CA 95242

|||||
KEITH & LINDA NELSON
1929 AYERS AVE
LODI CA 95242

|||||
MAMIE SHOEMAKE LIFE EST
528 N MILLS AVE
LODI CA 95242

|||||
DAVID & V MITTLEIDER
1925 ROBERT ST
LODI CA 95240

|||||
SAL & OLLIE VITALE TRUSTEES
2415 S HAM LN
LODI CA 95242

|||||
STEPHEN & WANDA SHOCKLEY ETAL
PO BOX 71
BURSON CA 95225

|||||
ROBERT & E A LAWSON
1924 COLETTE ST
LODI CA 95242



NIKOR CONSTRUCTION CO INC
7475 MURRAY DR STE 21A
STOCKTON CA 95210

Petition to place a stop sign on mills Ave at Royal crest.

We the undersigned being residents and taxpayers of the city of Lodi California do hereby petition the council of the city of Lodi to place a stop sign on S. Mills Ave. and Royal Crest

Name:	Address:
Chae Rostomely	932 S Mills
Steve Rostomely	932 S. Mills
Barbara Murante	1008 S Mills
Deanna Croene	1018 S. Mills
Tommy Iron	1100 S. Mills Ave
Priscilla Faber	1112 S. Mills Ave
James H. H. H.	1115 S. Mills
Candy H. H.	1118 S. Mills
Giles I. Wearer	1121 " "
Leland W. Kammner	1133 S MILLS AVE
Ray A. Lyham	839 S. Mills ave
Debbie Smith	835 S. Mill Ave.
Deb Widener	1020 Pinot Nor
Frank T. H.	829 S. Mills Ave.
Melissa Hopps	829 S. Mills Ave.
Dean Bard	817 So. MILLS AVE.

**Petition to keep speed limit on S Mills Ave. between Kettleman Ln. to
Lodi Ave. at 25-Miles Per Hour**

We the undersigned being residents and taxpayers of the city of Lodi
California do hereby petition the council of the city of Lodi to keep speed
limit on S Mills Ave. between Kettleman Ln. and Lodi Ave. at 25-Miles Per
Hour

Name:	Address:
Clark Rostonig	932 S. Mills
Steve Rostonig	932 S. Mills
Barbara Musante	1008 So Mills
Stephen J. Gressin	1018 S. Mills
Kerry Ann	1100 S. Mills
Priscilla Faper	1112 S. Mills Ave
James H. Huffer	1115 S. Mills
Candy Accanto	1118 S. Mills
Alfred J. Wimmer	1121 " "
Leland H. Kammer	1133 S MILLS AVE
Ray Fulgham	839 S. Mills
Debbie Smith	835 S. Mills
Deb Widener	1020 Pinot Noir Dr
Melissa Haggas	829 S. Mills Ave.
Fred T. Haggas	829 S. Mills Ave.
Deon Baxa	817 So. Mills Ave

Petition to place a stop sign on mills Ave at Royal crest.

We the undersigned being residents and taxpayers of the city of Lodi California do hereby petition the council of the city of Lodi to place a stop sign on S. Mills Ave. and Royal Crest

Name:

Address:

<u>Richard J Briston</u>	<u>1107 S. Mills Ave</u>
<u>Joyce L Briston</u>	<u>1107 S Mills Ave</u>
<u>Jane Mason</u>	<u>1027 So. Mills</u>
<u>Joe Harell</u>	<u>1021 So Mills</u>
<u>Belle Stanford</u>	<u>1021 So. Mills Ave.</u>
<u>Violet Helcher</u>	<u>1015 S. Mills Lodi</u>
<u>Melvin Adams</u>	<u>1015 S Mills Lodi</u>
<u>Bertha Bauer</u>	<u>1007- So. Mills Lodi</u>
<u>Jake Bauer</u>	<u>" " " "</u>
<u>Carol Henderson</u>	<u>1001- S. Mills Lodi</u>
<u>William McCreary</u>	<u>1001 S. Mills, Lodi</u>
<u>Paula Henson</u>	<u>939 S. MILLS</u>
<u>Nancy Menches</u>	<u>939 S. Mills</u>
<u>John R</u>	<u>927 S. Mills</u>
<u>Betty Brown</u>	<u>915 S Mills Ave</u>

**Petition to keep speed limit on S Mills Ave. between Kettleman Ln. to
Lodi Ave. at 25-Miles Per Hour**

We the undersigned being residents and taxpayers of the city of Lodi
California do hereby petition the council of the city of Lodi to keep speed
limit on S Mills Ave. between Kettleman Ln. and Lodi Ave. at 25-Miles Per
Hour

Name:	Address:
<u>Richard J Binst</u>	<u>1107 S. Mills Ave</u>
<u>Joyce L Bristow</u>	<u>1107 S mills ave</u>
<u>R M Brown</u>	<u>1106 S mill Ave</u>
<u>Jane Masie</u>	<u>1027 S. Mills</u>
<u>Jr's Hawks</u>	<u>1021 So Mills</u>
<u>Belle Stanford</u>	<u>1021 So. Mills Ave.</u>
<u>Thelma Helcken</u>	<u>1015 S. Mills Ave</u>
<u>Melvin Belocke</u>	<u>1015 S mills.</u>
<u>Burtha Bauer</u>	<u>1007- So. Mills Ave Lodi</u>
<u>Helen Bauer</u>	<u>" " " "</u>
<u>William Henderson</u>	<u>1001 S. Mills, Lodi</u>
<u>Carol Henderson</u>	<u>1001 S. Mills Lodi</u>
<u>Paul & Marie</u>	<u>939 S Mills</u>
<u>Nancy Meninger</u>	<u>939 S. Mills</u>
<u>Phil R</u>	<u>927 S Mills</u>
<u>Billy Brown</u>	<u>915 S mills</u>

We the undersigned being residents and taxpayers of the city of Lodi California do hereby petition the council of the city of Lodi to place a stop sign on S. Mills Ave. and Royal Crest

Name:

Address:

Name:	Address:
Richard J. Reed	1115 S. Mills Ave
Jim Campbell	1115 Mills Ave.
Nichole Kamping	811 S. Mills Ave.
Lemo Fuentes	1071 Dover Dr.
Jose Fuentes	1021 Dover Dr.
Paul Brooking	806 S. MILLS AVE
Leo Feil	1808 W VINE ST.
Elena Feil	1808 W. Vine St.
Steph	838 S. Mills Ave
Suzanne W. Feil	1101 S. Mills

We the undersigned being residents and taxpayers of the city of Lodi California do hereby petition the council of the city of Lodi to keep speed limit on S Mills Ave. between Kettleman Ln. and Lodi Ave. at 25-Miles Per Hour

Address:

[illegible]

We the undersigned being residents and taxpayers of the city of Lodi California do hereby petition the council of the city of Lodi to place a stop sign on S. Mills Ave. and Royal Crest

Address:

1 N Mills Ave

412 ALMOND DR.

412 Almond Dr.

1029 S. Garfield

224 Riverdale Dr.

944 Kirkwood Dr

2406 Cochran Rd

1040 W Kethemon #303

42 Gene Wy

W. E. Harnyln

.....

Petition to keep speed limit on S Mills Ave. between Kettelman Ln. to Lodi Ave. at 25-Miles Per Hour

We the undersigned being residents and taxpayers of the city of Lodi California do hereby petition the council of the city of Lodi to keep speed limit on S Mills Ave. between Kettelman Ln. and Lodi Ave. at 25-Miles Per Hour

Name:

Address:

Kimberly Selig
 1 N Mills Ave.
 412 Almond Dr.
 214 Almond Dr.
 1029 S. Garfield
 224 River Oaks Dr.
 944 Kirkwood Dr.
 3404 Cochran Rd
 1040 W. Kettelman #303
 Mary Brown 42 Gene Wy
 Nancy Smith 441 E. Hanvey Ln

PETITION TO PLACE A STOP SIGN ON MILLS AVENUE AT ROYAL CREST DRIVE AND TO KEEP THE SPEED LIMIT AT 25 MPH.

WE, THE UNDERSIGNED BEING RESIDENTS AND TAXPAYERS OF THE CITY OF LODI, CALIFORNIA, DO HEREBY PETITION THE COUNCIL OF THE CITY OF LODI TO PLACE STOP SIGNS ON MILLS AVENUE AT ROYAL CREST DRIVE AND TO KEEP THE SPEED LIMIT AT 25 MPH.

NAME	ADDRESS
Stephanie Schneider	1132 S. Mills Ave.
Ed Schneider	1132 S. Mills Ave.
John Oregon	1900 ROYAL CREST
Michelle Oregon	1900 ROYAL CREST DR
Whitney Green	1800 Royal Crest Dr.
John Kiser	1500 Royal Crest Dr.
Shirley Amador	1712 Royal Crest Dr.
Paul Torrance	1706 Royal Crest Dr.
Mike Blum	1626 Royal Crest
Kathy Caruso	1620 Royal Crest
Jenni Derosier	1889 E. Eight mile Rd.
Paul Carr	1620 Royal Crest Dr.
ZACH LEACH	2339 Monument Dr.
Tim Derosier	1889 E. Eight mile Rd.
John Mangel	1614 Royal Crest
Ollie Maple	1614 Royal Crest Dr.
Maria Schuerger	1134 Royal Crest
GABRIEL SCHUERGER	1134 Royal Crest
Lo Roy Seibel	1128 Downing
Charlette Seibel	1128 Downing
Janine Kuntz	1615 Royal Crest Dr.
Jenny Harris	1707 Royal Crest Dr.
Cheryl Harris	1100 Ash Dr Lodi
Bessie Velez	1132 Tudor St.

PETITION TO PLACE A STOP SIGN ON MILLS AVENUE AT ROYAL
CREST DRIVE AND TO KEEP THE SPEED LIMIT AT 25 MPH.

WE, THE UNDERSIGNED BEING RESIDENTS AND TAXPAYERS OF THE
CITY OF LODI, CALIFORNIA, DO HEREBY PETITION THE COUNCIL OF
THE CITY OF LODI TO PLACE STOP SIGNS ON MILLS AVENUE AT
ROYAL CREST DRIVE AND TO KEEP THE SPEED LIMIT AT 25 MPH.

NAME

ADDRESS

Helen Subelsky	1966 Royal Crest Dr
Don Kussberg	1127 Dover, Lodi
Jim F. Murdoch	1135 Rivergate
Annette Medara	1135 Rivergate
Margaret Allison	4005 Sunset Dr.
Cliff Barron	2039 W Pine St.
Stan Whitman	1257 So. Sunset Dr.
Claudio Suber	2012 Vista Dr
Kathy Wile	868 Rutledge Dr.
Rocky Albers	
Jason Browning	2004 Kenway Ct.
Michael Wilson	1719 W Pine St
John Vito	1719 W Pine St
Henry Sizle	1 W Mills Ave
Kim Sizle	1 W Mill Ave
Greg Evans	1706 Stafford
Mike Snyder	2145 Yosemite Dr
Louise Gooding	718 Willow Ave.
Don Gooding	718 Willow Ave
Jeff Miller	610 S. Hills Ave
Art Wood	718 Willow Ave.
Marilyn Dutton	610 S. Hills Ave

PETITION TO PLACE A STOP SIGN ON MILLS AVENUE AT ROYAL
CREST DRIVE AND TO KEEP THE SPEED LIMIT AT 25 MPH.

WE, THE UNDERSIGNED BEING RESIDENTS AND TAXPAYERS OF THE
CITY OF LODI, CALIFORNIA, DO HEREBY PETITION THE COUNCIL OF
THE CITY OF LODI TO PLACE STOP SIGNS ON MILLS AVENUE AT
ROYAL CREST DRIVE AND TO KEEP THE SPEED LIMIT AT 25 MPH.

NAME	ADDRESS
Robert A. Craggs	313 Daisy Ave. #3 Lodi
Barbara McMillan	1245 S. Durant Lodi
Kyle Liden	19389 Meoda View Dr. Lodi
Wendy Glass	1740 Normandy Ct Lodi
Robert Polon	2021 Oxford Way Lodi
Larry Jackson	2108 Bluejay Way Lodi
Paul E. Jackell	1433 Adkins Dr. Lodi
Michael B. Bradley	1942 Lakeside Dr. Lodi
John Richards	848 Westwind Dr Lodi
Don Fraser	509 Applewood Dr Lodi
John Davis	902 E. Victor Rd. Lodi
Ms. Donahue	1424 Iris Dr/ Lodi
Wendy Rasky	1115 Bradford Lodi
Jim Hansen	110 S. Crescent Ave. Lodi
Ralph Cesena Jr.	2354 Medallion Way
Alvin Warner	
Roy Platt	1039 Downing Dr.
Carla Simms	1019 Downing Dr.
Edwina Skinner	1018 Downing Dr.
Birssed Platt	1039 Downing Dr.
Kelly Christian	1116 Downing Dr.
Ryan Bindel	601 W. Tokay St.
RICHARD RAMIREZ JR	535 SPRINGER LN.
James Garner	126 Mulberry A.

July 30, 1999

RECEIVED
99 AUG -2 PM 1:00
ALICE L. HEINICHE
CITY CLERK
CITY OF LODI

City Council
P.O. Box 3006
Lodi, Ca 95241-1910

Re: Mills Ave. Report-Intersection Control Study & Truck
Travel Restriction between Tienda Dr. & Turner Rd.

I am in receipt of the following reports from Mr. Prima, and have a few questions and suggestions.

I would like to request the above studies be conducted in the area of Ham Lane and Cardinal Streets.

Within the last two weeks the crosswalk at Ham and Cardinal Streets has been removed, why? This has been a much "used" crosswalk, certainly a lot more than 9 crossings in a day. There has also been some patching done on Ham Lane. If the City can afford to keep Ham Lane in top condition, I would assume the same repairs could be done on the sections of Mills Avenue that is cracked and be brought up to the City's standards sooner than 2003.

The speed limit from Kettleman Lane to Vine Street on Mills is 25 mph and increases at Vine, to 30 mph. The speed limit on Ham Lane is 40 mph. It would be accommodating to have the speed limits the same in both places or change the speed limit to 30 mph on Ham Lane, and possibly, reduce the noise level. How about some "bike lanes" on Ham Lane? I consider most of the bike lanes already in place, to be very dangerous for the rider, but why not add some more? I frequently drive around Lodi and have very

seldom seen anyone using them, but they seem to be a priority on the streets of Lodi lately.

It is interesting that the request for a stop sign at Mills and Royal Crest Dr. is not being recommended, at this time by City staff. However, at Tienda Dr. and Mills, a stop sign is already installed, for what purpose? There are only going to be a few houses built to the east of Mills on Tienda and eventually the street will go through, with access to the Target Shopping Center. This stop sign makes no sense, is the purpose to reduce speed? I am reminded of a General Plan that was in place in 1955, that planned for a "block wall" to be installed in the location of Sunset Dr. that backs up to Ham Lane. The contractor involved, went before the City Council, and was able to convince your predecessors to "adjust" the General Plan to accommodate him, that a wood fence was all that was necessary. It is too bad that decision was made to appease a local contractor.

Again, I request that in making decisions regarding Mills Avenue, that the SAME considerations be made for HAM Lane. Reduce speed and limit truck traffic.

This letter is signed by one, but in my opinion, is supported by the majority of my neighbors on Sunset Drive.

Sincerely,

A handwritten signature in cursive script that reads "Jane Thurman". The signature is written in dark ink and is positioned above the printed name and address.

Jane Thurman
1239 S. Sunset Dr.
Lodi, CA 95240

City Council,

RECEIVED

I would like to take this opportunity to thank Mayor Keith Land and Councilman Steve Mann for remembering their promise to residents of Mills Avenue. I would like to commend Councilman Nakanishi, who was not on the council at the time promises were made, for realizing the importance of keeping commitments previously made. The residents of Mills Avenue have no choice but to live with the increased traffic following the June 16th opening of Mills Avenue between W.I.D. Canal and Kettleman Lane. The option of selling one's home is not always feasible or economical.

Having watched the City Council Meeting of July 7th and reviewed the recent correspondence sent by Mr. Prima, I would like to express my opinion regarding the stop sign, truck travel restriction, and bicycle lanes. We feel a four way stop sign at Royal Crest will help slow traffic and increase safety on the entire street. When Vinewood School's more populated tracks are in session, more children are on Mills Avenue crossing in places other than where there are crossing guards. It is hoped the Council will prohibit trucks over two axles on Mills south of Elm to Kettleman Lane. If this decision is made, it would seem unlikely that it would be necessary to reevaluate this restriction in 2003 as Mills Avenue will still remain a residential street. Since Mills is not as wide as Hutchins Street or Ham Lane, I question the plan for bicycle lanes.

Often, Mills Avenue is compared to Hutchins Street and Ham Lane. While driving south from Lodi Avenue to Kettleman Lane on Ham Lane, I counted only 8 homes facing Ham Lane. Located on the rest of the street were several apartments, 2 skilled nursing facilities, Lodi Memorial Hospital, Bank of Lodi, Kofu Park, and many medical and business complexes. On Hutchins Street following a similar route, there were approximately 12 apartment complexes, 3 or 4 business establishments, a park, tennis courts and the rest single home residences. Mills Avenue from Lodi Avenue to Royal Crest has only custom built homes ranging in price from \$150,000 up. Mills is truly a residential street in this area. Since we have four young grandchildren who visit often, you can understand our safety concerns. Cars speed by our home showing no concern for posted limits. There must be a balance between safety and the movement of traffic. As a concerned citizen, I would err on the side of public safety and hope that the council would do likewise.

As for Councilman Pennino, he appears to once again care little about the residents of Mills Avenue while Mr. Prima's only interest seems to be in moving more traffic as quickly as possible on Mills Avenue.

Maureen Burnett
Maureen Burnett
500 Mills Avenue.

August 2, 1999

RECEIVED

99 AUG -4 PM 3:13

ALICE H. LEIPOLD
CITY CLERK
CITY OF LODI

City Council
City of Lodi
P.O. Box 3006
Lodi, CA 95241-1910

Dear Council Members,

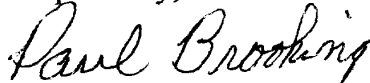
I live at 806 S. Mills Avenue and this letter is written to express my opinion on the Mills Avenue traffic situation.

Mills Avenue is the only north to south through street that is entirely residential with the exception of the General Mills frontage. Please keep three axle trucks off of it. There are other streets available that are better suited for this type of commercial traffic. The city works department admits that the condition of the pavement in certain sections is poor and would suffer if used by heavier trucks.

It is getting very difficult to safely back out of our driveways due to heavy traffic and the excessive speed of many of the cars that use the street. We do not need large trucks doing the same thing.

You, the City Council, already made one misguided decision when you opened Mills, now please make a good decision to at least keep large trucks off of it.

Respectfully,



Paul Brooking
806 S. Mills Ave.